

NAVY Review Completed

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REPORT

COUNTRY Poland

DATE DISTR. 30 Oct. 53,

SUBJECT Organization of the Polish Naval Air Arm

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(LISTED BELOW)DATE  
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REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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General:

1. The Polish Naval Air Arm is composed of one division which is called the Polish Naval Air Division. It is directly subordinate to the Commander in Chief, Polish Navy. The organization of the Polish Naval Air Division is the same as that of a Polish Army Air Force Division.

Background:

2.

In 1947 or 1948 aircraft and personnel were transferred from various Army Air Force units into the Naval Air Arm. They formed a mixed squadron and were based at Wlecko Morskie. These personnel had been the misfits, malcontents and "hooligans" in the various Army Air Force units from which they had been transferred. This squadron was commanded by a Komander Porucznik MAJEWSKI.

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At a later date this squadron was moved to Stolp and became the 30th Air Regiment. Personnel and aircraft were continually being transferred into the regiment from various Army Air Force units. In October

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fifteen fighters of the 30th Air Regiment arrived at Oksywie Airfield from Stolp Airfield. During 1950, a Komander Porucznik TEPILOV and several

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other officers were forming the division staff in Oksywie. TEPILOV returned to Russia in 1952. Prior to October 1950, Oksywie Airfield had been used by the 3rd Fighter Regiment of the Army Air Force. This unit, which was commanded by a Major SCHWARZ, was transferred to Breslau. In May 1951, the bombers and attack planes of the 30th Air Regiment arrived at Oksywie from Stolp. In the fall of 1951, the fifteen fighters of the 30th Air Regiment were reformed into the 34th Fighter Regiment. During this same period, the division staff began to function at Oksywie. At this time, the organization became known as the Polish Naval Air Division. Prior to the formation of the division, there had been an Air officer on the staff of Naval Headquarters who coordinated over-all operations. After the division had been formed, this function was taken over by the Division Commander and his staff. The 50th Airfield Service Battalion was formed in Wiecko Morskie at the same time as the 30th Air Regiment. It was enlarged as the regiment grew and was transferred to Oksywie at the same time as the 30th Air Regiment. Its personnel and equipment originally came from various Army Air Force units.

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the entire division was to be at full strength and ready for full operation by the spring of 1953. It was to be reorganized so as to contain one fighter regiment equipped with MIG-15 and YAK-23 aircraft, one bomber regiment equipped with TU-2 aircraft and one attack regiment equipped with IL-10 and IL-28 aircraft.

#### Subordinate Units:

3. (See Encl. 1, 2, and 3.) Units composing the Polish Naval Air Division were: Division Headquarters, the 30th Air Regiment, the 34th Fighter Regiment and the 50th Airfield Service Battalion. the formation of a third air regiment equipped with attack aircraft is planned at some future date, when planes and personnel are assigned to the Division. A Russian radar unit was assigned either to the Division or to the airfield.

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#### Division Headquarters:

4. The Division Headquarters was composed of the following: Chief of Staff, Politruk, Senior Engineer, Operations-Intelligence Officer, Security Officer, Navigation Officer, Ordnance Officer, Instrument Officer, Communications Officer, Training Officer, Personnel Officer, Coding Officer, Meteorological Officer, Senior Medical Officer, Repair and Salvage Officer and their assistants.

#### Duties and Responsibilities of Staff Officers:

5. The Division Commander was responsible for the training and operations of the Division. He or his Chief of Staff also served as Air Officer on the staff of Naval Headquarters when combined operation maneuvers were carried on. The Politruk and the security officer had to be consulted on all important decisions. The Chief of Staff coordinated the activities of all the staff sections and took command in the absence of the division commander. The Politruk was in charge of all political indoctrination work in the division. He supervised and coordinated the propaganda program and the activities of the regimental politruks. He had final decision over promotions and worked closely with the security officer. The Senior Engineer supervised the work of the regimental engineers and was responsible for all technical matters in connection with aircraft. He made frequent inspections of aircraft. He supervised the activities of the ordnance engineer, repair and salvage officer and instrument officer and was responsible for the procurement of new aircraft. The Operations-Intelligence Officer arranged maneuvers

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and reconnaissance flights and held class room maneuver exercises. He was responsible for the division intelligence collection effort. The Security Officer was responsible for the internal security of the unit. He had informants in all subordinate units, in addition to those assigned as unit security officers. His activities were coordinated with those of the Politruk. The Navigation Officer was responsible for instruction of navigators and pilots in navigation and for routing pilots around restricted areas. The Ordnance Officer was responsible for the training of personnel in the operation of weapons and the functioning of bombs and shells. He controlled the allocation of ordnance items and frequently inspected the work of the ordnance mechanics (armorers). In addition, he was responsible for the procurement of ordnance items from the Army Air Force and the naval supply depot. The Instrument Officer was responsible for the supply and control of all aircraft instruments, including aircraft radios and for the training of personnel in their use. The Communications Officer was responsible for all means of communication except aircraft radios and for the training of the personnel who operated ground communications. The Training Officer was in charge of the practical and theoretical training of pilots and navigators. He arranged training flights and maneuvers in conjunction with the operations-intelligence officer. The Personnel Officer handled all administrative details concerning personnel. The Code Officer was responsible for encoding and decoding of all secret official communications. The Meteorological Officer made local weather reports, sent reports to Warsaw, received weather reports from other weather stations by radio, kept a weather map and briefed pilots on weather conditions. The Senior medical Officer was in charge of the division sick bay and supervised the work of the division's dental officer and the two regimental medical officers. The Repair and Salvage Officer was responsible for second echelon repair work on aircraft. If repair was not feasible at this level, aircraft were sent to Mielec, Bydgoszcz or Lodz, where repair depots serving both air arms were maintained by the Polish Army Air Force.

#### 30th Air Regiment:

6. This mixed regiment was composed of: Regimental Headquarters, a Transport, Service and Communications Flight, one attack squadron and one bomber squadron.

In the spring of 1953 the regiment would be brought to full strength by the addition of a squadron of IL-28 aircraft. the regimental commander was a bomber pilot of long experience the 30th Air Regiment would eventually become the bomber regiment of the division.

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#### Regimental Headquarters:

7. This headquarters consisted of: the Regimental Commander, Chief of Staff, Politruk, Pilot Proficiency Officer, Engineering Officer, Navigation Officer, Instrument Officer, Ordnance Officer, Personnel Officer, Parachute Officer, Communications Officer, Code Officer, Photo-reconnaissance Officer, Medical Officer and their officers and enlisted assistants.

#### Duties and Responsibilities of Staff Officers:

8. The Regimental Commander had the duties and responsibilities normally assigned to a commanding officer. However, he had to consult the politruk or security officer on any important decisions. The Chief of Staff coordinated staff work and was second in command. The Politruk carried on the same activities as the division politruk. The Pilot Proficiency Officer tested the flying ability of pilots,

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made training flight schedules and, when the regimental commander flew with the regiment, acted as ground control officer. The Engineering Officer was responsible for all technical matters in connection with the aircraft. He had a small repair section for minor repairs to aircraft and supervised the work of the technicians and mechanics of the regiment. The Navigation Officer checked pilot's flight plans, flew with pilots to test their navigational abilities and adjusted aircraft compasses when necessary. The Instrument Officer was responsible for the inspection and repair or replacement of all aircraft instruments. He had a small supply of replacement parts and a small repair section. The Ordnance Officer had the same duties and responsibilities as the division ordnance officer. In addition he had a small repair section and a small supply section. The Personnel Officer was responsible for all administrative work in the regiment. The Parachute Officer was responsible for procuring, storing and supplying parachutes and rubber life rafts for flying personnel and training personnel in the use of this equipment. The equipment was procured from the Army Air Force Headquarters in Warsaw. The Communications Officer was responsible for all means of communication except aircraft radio. He trained and assigned communications personnel of the regiment. The Code Officer coded and decoded all secret official communications. The Photo-reconnaissance Officer was responsible for developing, printing and interpreting aerial photographs, which were made by pilots and navigators. The Medical Officer worked in the division sick bay under the supervision of the senior medical officer. None of these doctors had any special training in aviation medicine.

#### Transport, Service and Communications Flight:

9. (See Encl. 2, 3, and 4.) Normal assignments for this unit were: courier flights, transportation of staff officers, training of newly assigned pilots in navigation and night flying and towing sleeves for ground and aerial firing. Although this unit had eight aircraft, it was not subdivided into smaller flights. The "technician" was an officer who was responsible for the care and upkeep of the aircraft of the flight.

#### Attack Squadron:

10. (See Encl. 2, 3, and 5.) This squadron was composed of squadron headquarters and three flights. The duties of the staff officers correspond to those of the regimental staff officers. The Ordnance Technician was an officer who supervised the work of the flight's armorers. The Instrument Technician was an officer who supervised the work of the instrument mechanics of the flight.

#### Bomber Squadron:

11. (See Encl. 2, 3, and 6.) This squadron was composed of squadron headquarters and two flights. The duties of the staff officers correspond to those of the regimental staff officers. The duties of the Ordnance Technician and Instrument Technician are as described above. [redacted] a "technician" as being better trained than a mechanic, but not as well trained as an engineer.

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#### 34th Fighter Regiment:

12. This regiment was composed of the regimental headquarters and two fighter squadrons. [redacted] in the spring of 1953, the 34th Flight Regiment was to receive 18 MIG-15 and 18 YAK-23 aircraft. The old planes were to be used in training schools or scrapped.

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Regimental Headquarters:

13. In the regimental headquarters there were six aircraft which were used for training purposes. The staff of this headquarters was composed of: regimental commander, chief of staff, politruk, engineering officer, pilot proficiency officer, aerial gunnery officer, medical officer [redacted] The duties of the members of the staff were the same as those of the staff officers of the 30th Air Regiment. The Aerial Gunnery Officer trained the pilots of the regiment in aerial gunnery and the use of gun sights. 25X1

Fighter Squadrons:

14. (See Encl. 2, 3, and 7.) [redacted] the staffs and flights of the two fighter squadrons, [redacted] were both undermanned, and not fully equipped, since they were still in the process of being formed. 25X1  
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50th Airfield Service Battalion:

15. (See Encl. 3 and 8.) This battalion was an organic part of the division. The battalion was composed of: battalion headquarters, an administrative section and two guard and labor companies. The administrative section supported the division logistically as concerning food, fuel, quarters, pay, quartermaster items, and ground radio communication, but not ordnance material. The guard and labor companies furnished men for guarding the airfield and for unskilled labor, such as clearing of snow. The battalion had about 40 vehicles, including Skoda automobiles, ZIS and GAZ three ton and 1 1/2 tn. cargo trucks, fuel trucks and radio trucks. [redacted] 25X1  
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Battalion Headquarters:

16. This headquarters was composed of: Battalion Commander, Chief of Staff, Politruk and Personnel Officer, whose duties were those normally assigned to officers filling these positions and which have been previously described.

Administrative Section:

17. This section was composed of the personnel working in the technical, supply and administrative departments which supported the division as a whole. These were: the Quartermaster, Finance Officer, Clothing Issue Officer, Commissary Officer, Motor Transport Officer, Fuel Supply Officer, Ordnance Officer, Technical Officer, Radio Officer [redacted] The Quartermaster was the head of all supply activities of the battalion. He supervised and coordinated the work of the Clothing Issue Officer, the Commissary Officer and the Finance Officer. In addition, he controlled the assignment of quarters at the airfield. The Finance Officer received and disbursed money to the entire division, with the exception of the division staff, which was paid through Polish Naval Headquarters. The Clothing Issue Officer was responsible for supplying clothing and individual equipment to the personnel of the division, except the division staff, which was supplied from Polish Naval Headquarters. The Commissary Officer was responsible for supplying food and commissary items to the entire division, including the division staff. The Motor Transport Officer was in charge of all the division's motor transportation. His section included all drivers and automotive mechanics and he had a repair shop for minor repairs. Major repairs were made at a larger garage in Oksywie [redacted] 25X1  
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The Fuel Supply Officer received, stored and issued gasoline and oil for the division's aircraft and vehicles.

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The Ordnance Officer was in charge of the division ordnance dump. Ordnance items were requisitioned by the Ordnance Officer on the division staff. The Technical Officer was responsible for aviation material supply. The Radio Officer commanded the radio platoon which operated five or six mobile radio vans at the airfield.

Guard and Labor Companies:

18. These two companies were identical in organization.

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Liaison Activities:

19.

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and other branches of the Navy operations

officers from the Army during joint

Comment: It was not possible to make a complete and detailed outline of the duties and responsibilities of the staff officers in the regimental and division staffs

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Comment: there is no one staff section, corresponding to our logistics section, which is responsible for control and coordination of all supply agencies.

Enclosures:

- (1) Organization Chart - Polish Naval Air Division
- (2) Aircraft Strength, Polish Naval Air Division
- (3) Personnel Strength, Polish Naval Air Division
- (4) Organization of Transport, Service and Communications Flight
- (5) Organization of Attack Squadron, 30th Air Regiment
- (6) Organization of Bomber Squadron, 30th Air Regiment
- (7) Organization of Fighter Squadron, 34th Fighter Regiment
- (8) Organization of 50th Airfield Service Battalion

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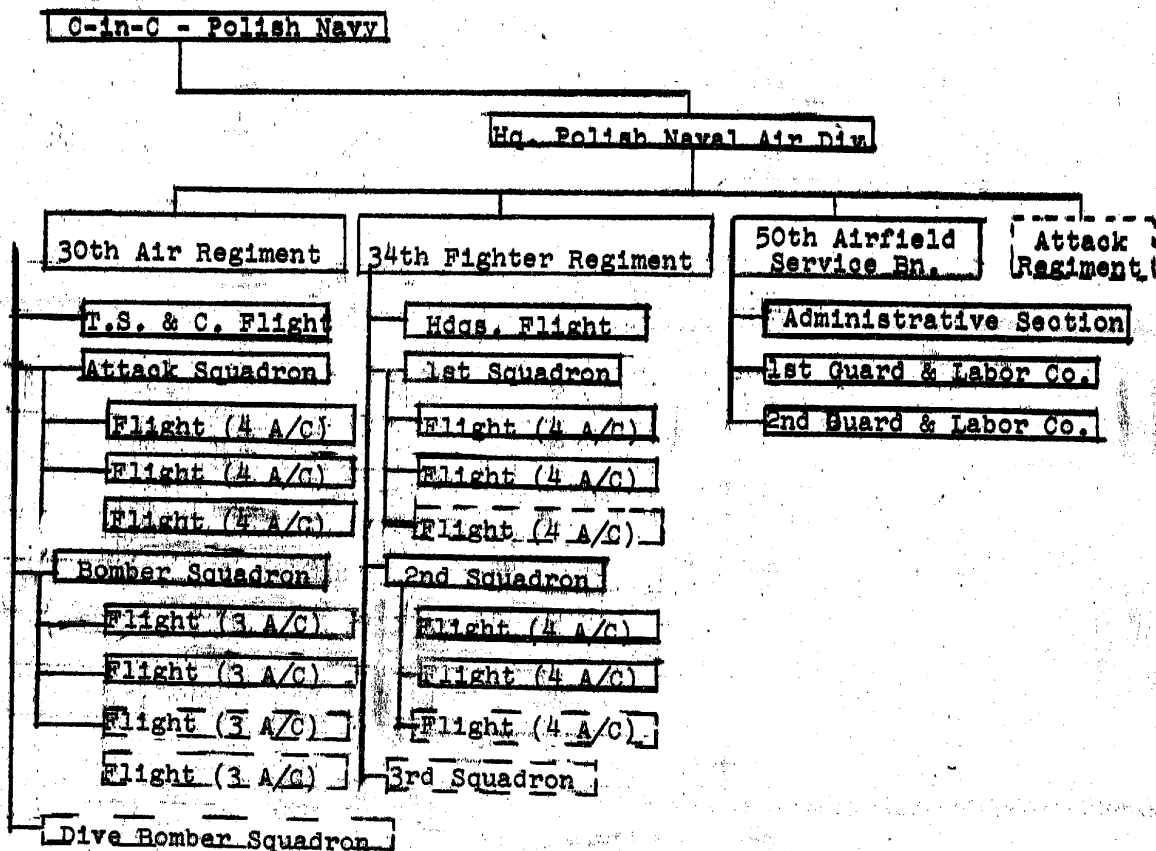
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ENCLOSURE (1):

## Organization Chart - Polish Naval Air Division



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## ENCLOSURE (2):

## Aircraft Strength, Polish Naval Air Division

<u>UNIT</u>	<u>NUMBER</u>	<u>TYPE</u>
30th Air Regiment		
T.S. & C. Flight	7	PO-2
	1	AN-2
Attack Squadron	10*	IL-10
Bomber Squadron	6*	PE-2
	<u>3</u>	TU-2
	27	
34th Fighter Regiment		
Headquarters Flight	3	PO-2
	1	YAK-11
	1	UT-2
	1	YAK-9-M
1st Squadron	8**	YAK-9-P
2nd Squadron	<u>7**</u>	YAK-9-P
	21	

\* One of these was equipped as a trainer with two sets of controls.

\*\* Of these 15 aircraft, six were in condition to fly.

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## ENCLOSURE (3):

## Personnel Strength, Polish Naval Air Division

<u>UNIT</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
Division Hdqs.	25-30	40
30th Air Regiment		
T.S. & C. Flight	7	30
Attack Squadron	20	50-60
Bomber Squadron	25-30	60-70
TOTAL	52-57	140-160
34th Fighter Regiment		
Headquarters Flight	Unknown	Unknown
1st Squadron	Unknown	Unknown
2nd Squadron	Unknown	Unknown
TOTAL	30	100
50th Airfield Service Bn.		
Administration Section	16	150
1st Company	2	100
2nd Company	2	100
TOTAL	20	350
GRAND TOTAL	127-137	630-650

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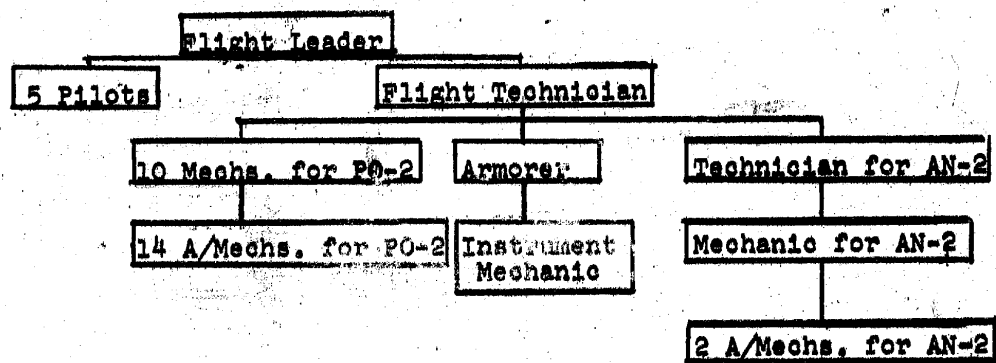
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## ENCLOSURE (4):

Organization of Transport, Service and Communications Flight



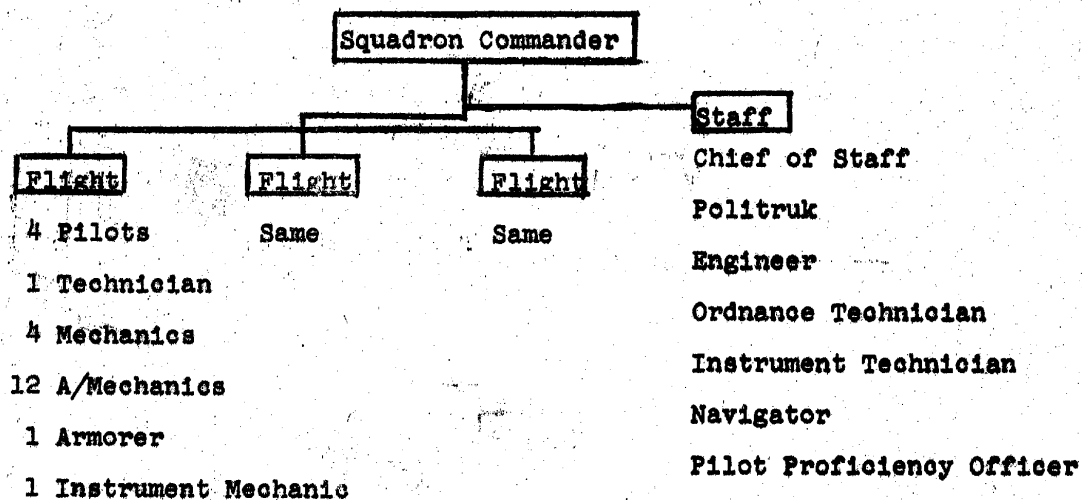
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**ENCLOSURE (5):****Organization of Attack Squadron, 30th Air Regiment****SECRET**

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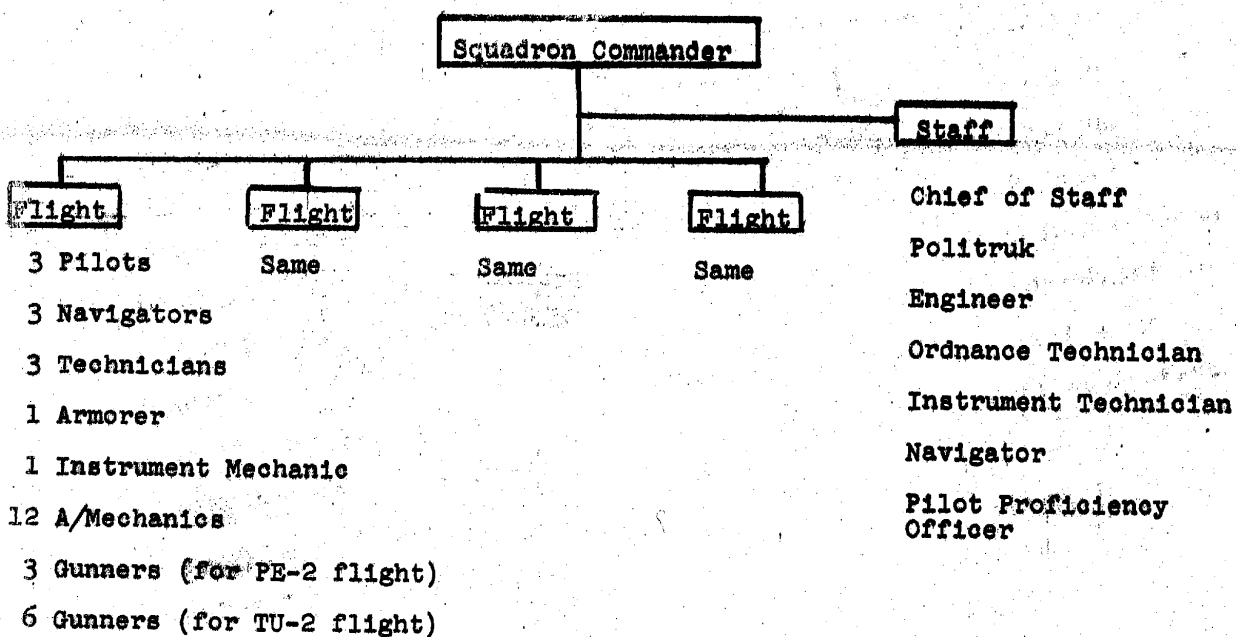
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## ENCLOSURE (6):

## Organization of Bomber Squadron, 30th Air Regiment



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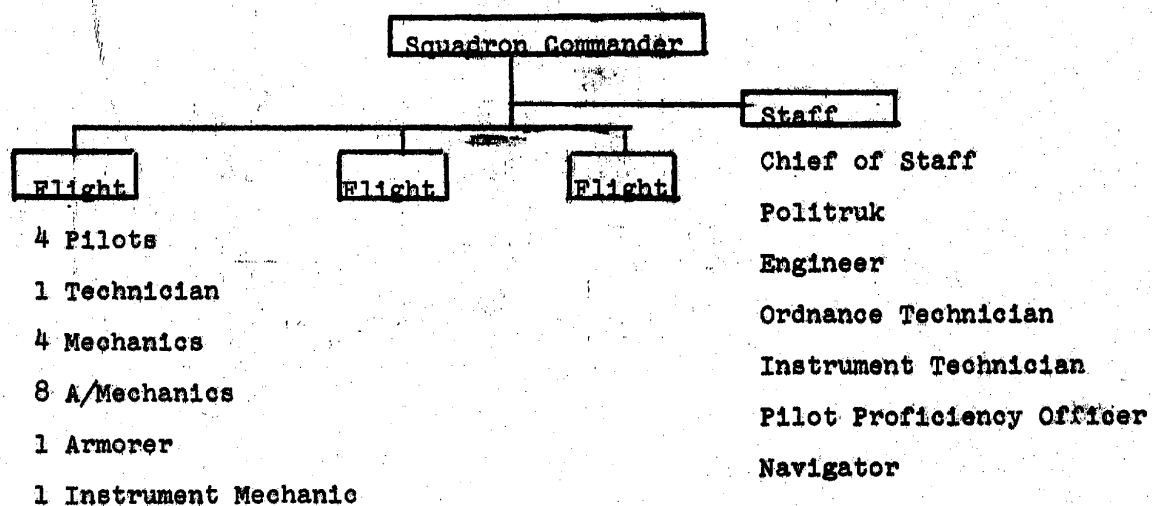


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## ENCLOSURE (7):

## Organization of Fighter Squadron, 34th Fighter Regiment



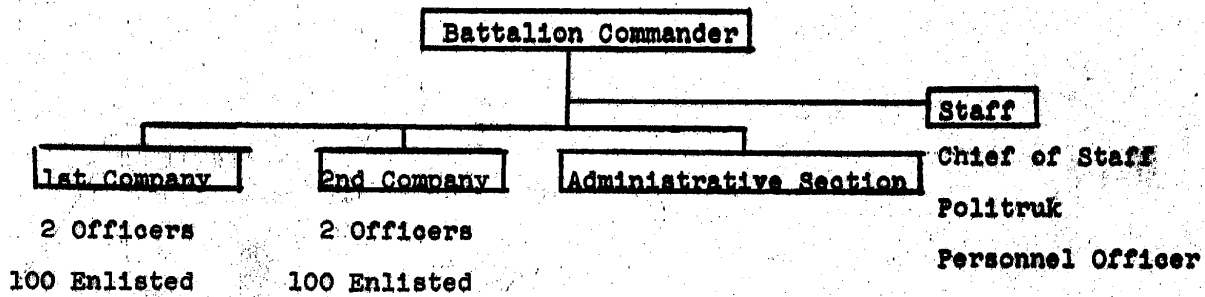
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**ENCLOSURE (8):****Organization of 50th Airfield Service Battalion****SECRET**

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